

May 21, 2003

FAA

**Re: Docket ID FAA-2003-14402/**

Dear Sir or Madame,

I am writing this from the perspective of a CFII, aerobatic pilot, and aerobatic instructor. While I work and fly primarily in the Seattle area, I appreciate the need for safe separation of GA, Commercial, and instructional aircraft for both standard as well as aerobatic regimes of flight. It is also critical that airspace for these activities be available and clearly designated. This is especially true in high density air traffic areas. I have been impressed with the organization of aerobatic flight activities in the Houston area and, therefore, am distressed to learn that this facility may be at risk in view of proposed changes to the Class B airspace in the Houston area. The background is as follows:

Sack-O-Grande Acroport, originally Harbican Airport established in 1970, was purchased in 1996 with the intent to provide a full time aerobatic practice location in the Houston area. An areobatic waiver was issued by the Houston FSDO in 1997 and has been renewed and maintained to present date. The primary objective for this waiver is to create a safe location for pilots to practice aerobatic maneuvers, thereby providing a safety net to avoid any accidents in the air.

Not only does the Acroport and its waiver provide a safe altitude for aerobatic maneuvers, but Sack-O-Grande is recognized by flight schools and their instructors for this activity. We have worked with the various flight schools on the west side of Houston to educate them about our waiver. As a result, the flight schools have been extremely courteous in working with Sack-O-Grande in communicating and avoiding the area while the acrobatic waiver is active. This has created a safe zone protecting both the general aviation and aerobatic pilots from each other.

It is important that the present altitude of 3500 feet, as outlined in the waiver, remains in existence to provide a safe altitude above the ground for aerobatic pilots. The proposed changes to the Class B would lower the base to an altitude that would jeopardize the safety margins for both beginner and experienced pilots.

Sincerely yours,

A handwritten signature in black ink, appearing to read 'D. Hansmann', with a long, sweeping horizontal line extending to the right.

Douglas R. Hansmann, Ph.D.  
5008 Rockaway Beach Road NE  
Bainbridge Island, WA 98110  
CFII 2208697

